

Rev. Dr. James C. Perkins of Detroit, Michigan to the gospel ministry and its congregants for the last 41 years. My hometown of Lexington, Kentucky has the distinguished honor to host Dr. Perkins as he preaches the gospel to three of our community's churches. His words, written and spoken, have moved many throughout the country for four decades and will continue to do so for years to come.

Over the course of the Fifth Annual Simultaneous Revival in Lexington, the Reverend will preach the gospel and speak words of compassion to the Sixth District of Kentucky's own Shiloh Baptist Church, Antioch Missionary Baptist Church, and Imani Baptist Church. The event, hosted by the Interdenominational Pastoral Fellowship of Lexington and Vicinity, will spread the word of God and the enlightened message of peace and goodwill throughout the Commonwealth.

Dr. Perkins has been recognized throughout this great country and around the world as a leader in civil rights issues and advocacy for those who face daily struggles, seeking to remedy earthly woes through faith, prayer, and the support of the ministry. The Reverend's close relationship with many prominent groups and institutions such as the Council of Baptist Pastors of Detroit, Wiley College of Marshall, Texas, Morehouse School of Religion of Atlanta, Georgia, and the National Council of Churches has spread the Lord's word of good faith and love for our fellow man far and wide. In recognition of these good works, Dr. Perkins is a recipient of the Gandhi, King, Ikeda Community Builders Prize; an accolade bestowed by Morehouse College upon those who ardently pursue a life of work dedicated to the principle of constructing a world filled with dignity, freedom, and happiness for all people.

The Reverend's dedication to the gospel and preservation of the rights of Americans of all walks of life has been an inspiration to us all. On behalf of the residents of the Sixth Congressional District, I welcome him to Central Kentucky.

TRIBUTE TO DICK BERGSTROM

HON. DAVID YOUNG

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 20, 2015

Mr. YOUNG of Iowa. Mr. Speaker, I rise today to recognize and congratulate Dick Bergstrom of Creston, Iowa, for being selected as a member of the Creston High School Hall of Fame.

A Cedar Falls native, Dick played football at the University of Northern Iowa and was the head football coach for 33 years at Creston High School, during which he coached 17 straight winning seasons and 10 playoff teams. He taught mathematics, health, and physical education during his time at CHS.

Mr. Speaker, Dick's efforts embody the Iowa spirit and I am honored to represent him, and Iowans like him, in the United States Congress. I know that all of my colleagues in the United States House of Representatives will join me in congratulating Dick for his achievements and wish him nothing but continued success.

INTRODUCTION OF THE PROTECT RIDERS OF METRORAIL PUBLIC TRANSPORTATION ACT OF 2015

HON. ELEANOR HOLMES NORTON

OF THE DISTRICT OF COLUMBIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 20, 2015

Ms. NORTON. Mr. Speaker, I rise to introduce the Protect Riders of Metrorail Public Transportation Act of 2015 (PROMPT Act). I am joined by Ms. EDWARDS of Maryland and Mrs. COMSTOCK of Virginia introducing this important piece of legislation that impacts our respective jurisdictions. The bill permits the U.S. Department of Transportation (DOT) Secretary to administer State safety oversight activities for the Washington Metropolitan Area Transit Authority until the District of Columbia, Virginia, and Maryland develop a State safety oversight program certified by the Secretary. The bill also permits the DOT Secretary to use the existing safety oversight formula funds set aside for the State Safety Oversight agency for transit safety oversight.

Following the catastrophic 2009 WMATA Metrorail accident that killed nine residents of the region, Congress gave the Federal Transit Administration (FTA) safety oversight authority for transit rail systems as part of the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 directed FTA to create and implement a national public transportation safety plan, and gave FTA the authority to set and enforce minimum safety standards for transit rail systems. MAP-21 also gave FTA the authority to oversee state safety oversight programs for transit rail and provided \$22 million annually nationwide for formula grants to eligible state safety oversight programs.

On January 12, 2015, smoke filled a Metrorail train near the L'Enfant Plaza Metro Station in Washington, DC, killing one passenger and injuring at least 84 passengers. The National Transportation Safety Board (NTSB) launched an investigation of the incident, examining the cause of the accident and expects to issue a final report early next year. NTSB is also investigating the Tri-State Oversight Committee (TOC), which was charged with supervising Metro's rail safety oversight program, and the FTA, which has not yet issued any safety regulations nor created a national public transportation safety plan.

Earlier this year, the FTA conducted a safety management inspection of WMATA's rail and bus systems and audited the Tri-State Oversight Committee. FTA identified 78 corrective actions for Metrorail to address 44 safety findings and 13 corrective actions for Metrobus to address 10 safety findings. FTA's audit of the TOC found significant gaps in safety oversight, with the TOC lacking enforcement authority and failing to meet MAP-21 legal and financial requirements. Among the FTA's recommendations was that the jurisdictions transition the TOC into the Metro Safety Commission, which was authorized by the DOT Secretary in February 2014.

Following an August 6, 2015, derailment of a Metrorail train outside of the Smithsonian Metro Station, the NTSB issued an urgent recommendation to the DOT Secretary that Congress amend 45 U.S.C. 1104(3) to list WMATA as a commuter authority, authorizing the Federal Railroad Administration (FRA) to exercise regulatory oversight of WMATA Met-

rorail. On October 9, 2015, the DOT Secretary responded to the NTSB recommendation by directing the FTA itself to take over direct safety oversight from the TOC. DOT will have available resources from FTA and FRA to implement direct safety oversight, which will include direct enforcement and investigation by FTA of WMATA Metrorail, and FTA will perform unannounced facility inspections and issuances of directives to address any safety inefficiencies.

This bill codifies the DOT response to the NTSB recommendation and makes the funding that would go to the TOC available to DOT and FTA to carry out direct safety oversight. I believe WMATA Metrorail riders will be relieved that the FTA will take direct oversight of Metrorail until the DOT Secretary certifies that a fully functioning Metro Safety Commission is up and running.

I urge my colleagues to support this legislation.

CELEBRATING THE 275TH ANNIVERSARY OF TORRINGTON, CONNECTICUT

HON. ELIZABETH H. ESTY

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Tuesday, October 20, 2015

Ms. ESTY. Mr. Speaker, I rise today to celebrate the 275th anniversary of Torrington, Connecticut.

On Saturday, I had the honor of commemorating the city's 275th anniversary with local public officials and members of the community. Gathered on the steps of City Hall, we marked this historic milestone, honored the city's residents, and showcased the best of Torrington. The event hosts were the City of Torrington, the Warner Theatre, and the Torrington Historical Society.

In October 1740, residents established a town government only five years after the first settler, Ebenezer Lyman Jr., came to Torrington. Within a few short years, the first church, meeting house, and main roads were built, and Torrington flourished. In the early 19th century, Torrington industrialized. Several large brass mills opened, making the city a hub of production in the area. Over time, Torrington's population grew to meet these new labor demands. Among these new inhabitants were a diverse group of immigrants, bringing with them cultures that would enrich Torrington's commerce, art, and architecture.

When our nation was embroiled in the Second World War, Torrington put its industrial muscle behind the war effort. The city produced vital materials for our troops and contributed to victory. Manufacturing continues to be a substantial industry in Torrington. Many of these companies have called Torrington home for decades, while others have found the city recently and discovered that it is an ideal location.

Today, Torrington is a thriving, vibrant community. It has set an example for what a city can do when residents work together with a vision for the future. The city boasts cultural attractions that bring visitors from near and far to see all that Torrington has to offer.

I am honored to represent the City of Torrington in the United States Congress. I would like to thank Torrington's Municipal Historian Ken Buckbee and the Torrington 275